
**WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	244.0	283.9	226.7	163.5	147.9	157.9	1,223.9
Special Funds	104.3	142.5	81.5	25.3	72.5	81.9	508.0
Federal Funds	62.2	78.7	74.8	79.5	16.7	17.3	329.2
Federal Funds - WMATA*	77.5	62.7	70.4	58.7	58.7	58.7	386.7

* These federal funds are received by WMATA directly and are not included in the MDOT budget.



STATUS: The six miles Branch Avenue route extension opened January 13, 2001, and includes five stations (four located in Maryland). This completes the original 103-mile Adopted Regional System. The resulting ridership has far surpassed original projections and has created maximum loads on existing car capacities.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Total cost shown includes federal funds received by WMATA directly. Normal reprogramming of capital cashflow based on WMATA construction schedules and anticipated close-out expenditures. Cost decreased \$39.9 million as close-out of the project nears and expenditures are finalized.

PROJECT: Metrorail Construction

DESCRIPTION: This funding is for the Maryland Department of Transportation's share of Metrorail construction for the six year period. Funds are programmed for the remaining expenditures on the 103-mile system, including the new Branch Avenue (F) route in Maryland. Funds are programmed based on formula allocations. Cashflow occurs through FY 2004 to cover all 103-mile system close-out expenditures.

JUSTIFICATION: To provide financial assistance for the construction of a 103-mile heavy rail rapid transit system in the Washington region by the Washington Metropolitan Area Transit Authority (WMATA) subject to the availability of federal and local funds and approved annual budgets.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

[Metrorail Debt Service Payments - Line 2](#)
[Metrorail Equipment Rehabilitation and Replacement - Line 4](#)

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,460,178	2,382,312	45,866	13,333	18,667	0	0	0	77,866	0
Total	2,460,178	2,382,312	45,866	13,333	18,667	0	0	0	77,866	0
Federal-Aid	1,822,798	1,774,132	28,666	8,333	11,667	0	0	0	48,666	0

USAGE: Completion of these lines by 2001 will increase annual ridership in excess of 6 million passengers

OPERATING COST IMPACT: Green Line extension is approximately \$3 million annually.

Federal funds shown are received directly by WMATA. Maryland's share of the rail construction program is determined by regional formula.



STATUS: The local funding grant agreement was executed in May, 2000. The federal funding grant agreement (FFGA) was approved in December, 2000. With funding in place, the right-of-way activity has already begun with major construction to follow in late FY 2002.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The project is based on the FFGA anticipated federal aid schedule and Maryland General Fund availability. The Major construction of rail line work and station platform will start in late FY 2002 and will be extensive in FY 2003 and FY 2004.

PROJECT: Addison Road to Largo Town Center Metrorail Extension

DESCRIPTION: Construct a 3.0 mile Metrorail extension from the Addison Road Station to the Largo Town Center in Prince George's County. The project includes two new Metrorail stations- one at Morgan/Summerfield Street and the second at Largo Town Center. The project has been amended to include a parking garage at Largo.

JUSTIFICATION: The Addison Road extension will increase transit ridership in the corridor and assist in economic development in the Summerfield and Largo Town Center areas. WMATA projects an additional 20,000 riders daily after six months of operation. This construction program is the first rail extension beyond the original 103-mile system, and reflects the Governor's ambitious efforts to double transit ridership.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	433,870	31,439	115,000	162,100	87,310	38,021	0	0	402,431	0
Total	433,870	31,439	115,000	162,100	87,310	38,021	0	0	402,431	0
Federal-Aid	260,300	7,500	55,000	70,000	65,000	62,800	0	0	252,800	0

Construction contingent upon the availability of federal and general funds.

8001



STATUS: Annual payments are made for debt service by MDOT in accordance with legislation enacted by the 1980 General Assembly and amended by the 1992 General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

PROJECT: Metrorail Debt Service

DESCRIPTION: Maryland Department of Transportation's share of Metrorail debt service payments, which supplemented the 103-mile rail construction.

JUSTIFICATION: Payments required to retire revenue bonds previously issued by the Washington Metropolitan Transit Authority to supplement construction costs of the Metrorail system. In December, 1993, WMATA refinanced its one-third share of these bonds to generate an additional \$54 million for the capital improvement program, while retaining the original net cost and maturity date of 2014.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
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☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

[Metrorail Construction -- Line 1](#)

[Metrorail Equipment Rehabilitation and Replacement -- Line 4](#)

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	641,887	521,617	9,741	9,741	9,741	9,741	9,741	9,741	58,446	61,824
Total	641,887	521,617	9,741	9,741	9,741	9,741	9,741	9,741	58,446	61,824
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal Funds are received directly by WMATA.
8002

Washington Metropolitan Area Transit -- Line 4

CONSTRUCTION PROGRAM



STATUS: Rehabilitation of 298 Rohr rail cars is now complete with the conclusion of HVAC rehabilitation. WMATA has begun the major overhaul of the 364 Breda rail cars over a six year rehabilitation schedule. WMATA has also incorporated other rehabilitation projects in their Capital Renewal Program.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

PROJECT: Metrorail Equipment Rehabilitation and Replacement

DESCRIPTION: Projects included as part of this program are: overhaul and replacement of rail car subsystems, renovation of station structures and equipment, purchase of rail support equipment, and right-of-way maintenance.

JUSTIFICATION: Sections of the metrorail system are now over 25 years old. Various rail car components and station equipment are wearing out and are in need of renovation and replacement. Adequate maintenance and replacement of the rail system components is required to ensure safe, reliable operation. Replacement criteria are based on industry replacement cycles.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

[Metrorail Construction - Line 1](#)
[Metrorail Debt Service Payments - Line 3](#)

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	691,150	247,880	44,700	55,790	62,640	72,365	92,980	114,795	443,270	0
Total	691,150	247,880	44,700	55,790	62,640	72,365	92,980	114,795	443,270	0
Federal-Aid	500,379	198,304	35,760	44,632	50,112	57,000	57,000	57,571	302,075	0

A total of \$242.0 million in Federal funds are received directly by WMATA. There are \$60.1 million in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.

8003, 8004



STATUS: WMATA has recently received a major 262 bus purchase and other small bus purchases. Fiscal Year 2003 funds the replacement of approximately one hundred forty-foot heavy-duty clean diesel buses.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The total cost shown includes federal funds received directly by WMATA. FY 2007 includes the same estimated annual requirement for bus capital for WMATA's IRP Program.

PROJECT: Metrobus Capital

DESCRIPTION: This program provides funds for the purchase and/or mid-life overhaul of Metrobuses, the procurement of support equipment for bus operations, farebox equipment, and the rehabilitation of bus facilities.

JUSTIFICATION: The average age of the WMATA bus fleet is 7.4 years. The FTA guidelines suggest a six year average based on a twelve year life expectancy. The mid-life bus overhaul program will extend the life of some of the Metrobuses to 15 years. Purchase and overhaul of the equipment will provide a fleet that supports safe, efficient, and reliable bus service.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
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☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	272,205	132,225	24,830	23,030	23,030	23,030	23,030	23,030	139,980	0
Total	272,205	132,225	24,830	23,030	23,030	23,030	23,030	23,030	139,980	0
Federal-Aid	218,124	105,780	20,224	18,424	18,424	18,424	18,424	18,424	112,344	0

A total of \$96.0 million in federal funds are receive directly by WMATA. There are \$16.3 million in federal Congestion Mitigation and Air Quality (CMAQ) funds utilized by MDOT.

8005, 8006



STATUS: Ongoing Program.

PROJECT: Metro Bus/Rail Repairable Parts

DESCRIPTION: This project funds the replacement or rebuild of parts for railcars, facilities, system equipment, buses, and major components which have reached the end of their useful life. It also increases parts inventories to support system expansion, fleet mileage, improved scheduling for the overhaul program, and greater reliability throughout the system.

JUSTIFICATION: The project funds the procurement of parts which are vital components of WMATA's bus and rail system. Adequate quantities of parts are required to perform corrective and preventative maintenance and overhauls.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The same annual cost of \$1.8 million has been added for FY 2007.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,312	1,692	1,770	1,770	1,770	1,770	1,770	1,770	10,620	0
Total	12,312	1,692	1,770	1,770	1,770	1,770	1,770	1,770	10,620	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: WMATA has approved a new System Access Program (SAP) budget in FY 2002 that includes all projects as described. The FY 2003 budget will be released soon.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Projected expenditures have been reprogrammed to reflect adjusted WMATA program schedules. The General Assembly has approved the Governor's proposed transit initiatives to assist WMATA and other transit agencies in doubling ridership by 2025. The WMATA Board is expected to approve the initiative in FY 2003. Cost increased \$21.8 million based on the revised Governor's Transit Initiative.

PROJECT: WMATA System Access Plan

DESCRIPTION: This initiative will fund the purchase of 300 new Metrobuses and 50 new rail cars to accommodate projected ridership growth in the Metro system. Investments also include a 200-bay bus garage to house the new buses, a ramp-up of the WMATA Capital Improvement Program to address concerns over Metrorail structural decline, and funding for major repairs of the Metrorail Red Line, which is experiencing the effects of water intrusion. A \$3 million investment to expand the use of Smart Card Technology throughout the Washington region is included in Maryland Transit Administration project summaries.

JUSTIFICATION: The Metropolitan Washington Council of Governments (MWGOC) forecasts that ridership demand on the Metro System will increase by 49 percent over the next 25 years. To accommodate this growth, improvements must be made to a system that has been challenged by parking shortages, operational failures and structural decline of an aging rail system, and unprecedented residential and employment growth throughout the Washington region. Failure to make these investments will increase traffic gridlock in one of the nation's most congested regions.

SMART GROWTH STATUS

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☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,298	0	1,000	17,166	23,583	18,583	20,383	8,583	89,298	0
Total	89,298	0	1,000	17,166	23,583	18,583	20,383	8,583	89,298	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

This project is part of the Governor's Transit Initiative.
8008